

AFFAIRS OF THE RAILWAYS.

Wabash Wins Against the C. & E.—The Case To Be Carried Further.

Special to the Indianapolis Journal.

WABASH, Ind., Oct. 22.—This afternoon in the Wabash Circuit Court Judge Conner handed down his decision in the Wabash-Chicago & Erie injunction case, which is in effect that the latter is restrained from interfering with Wabash traffic over the C. & E. lines from Laketon to Hammond. Judge Conner reviewed the case and cited many authorities to show that his ruling was correct. He made the point that he was not dealing with the case on its merits, as that part would doubtless be gone into fully at the coming trial in this court next January. At that time it will be shown in evidence that the Wabash management has caused in correspondence that their lease of the C. & E. lines might be terminated at any time by either party after due notice had been given. The Wabash has given a heavy bond to secure the C. & E. against any loss that may occur by reason of the running of trains over the latter's track, and so by order of court they are safe in using these tracks. Otto Graham, attorney for the C. & E., says that he will push the case vigorously through the higher State Courts, and is positive that the Wabash will finally be evicted.

Personal, Local and General Notes.

The Big Four management has set aside \$10,000 to purchase new tools of modern style for the different shops on the system. F. A. Husted, superintendent of the Cincinnati, Hamilton & Dayton (Indianapolis division), is so ill as to confine him to his room.

F. M. Caldwell, an Erie man, has been appointed division passenger agent of the Chicago & Erie road, with headquarters at Huntington, Ind.

The Chicago & Eastern Illinois will soon be in the market for ten heavy freight engines. The lighter engines will either be sold or used on its branches.

The number of through passengers for September, 1890, between Chicago and Indianapolis, over the Big Four, was 482 more than for the same period in 1889.

The plans are prepared for a new freight depot at New Albany, to be erected for the Louisville, Evansville & St. Louis road, the estimated cost of which is \$10,000.

C. A. Carlisle, a Chicago agent of the Toledo & Ohio Central road, was notified on Tuesday that \$40,000 had been left him by a relative who died in southern Ohio last week.

The Vandalia has four work trains and a steam shovel in service on the T. H. & L. division. The heavy traffic which this road is now doing admits of placing the track in the hands of the workmen.

Harry Crawford is in Louisville, looking after the interests of the Louisville, New Albany & Chicago in the suit of the Louisville Southern road. He predicts some surprise before the case is decided.

V. T. Malott has gone to Chicago. He is fast getting his receivership matters on the Chicago & Atlantic road in shape to ask to be relieved as receiver of that company. Most of the bills will not be returned.

William Irving, general purchasing agent of the Chicago, Burlington & Quincy lines, has resigned to engage in business in Colorado. It is understood that George Harlow will be appointed to the position vacated.

The Big Four has established interlocking signals at eleven railway crossings on this system, and will largely increase the number within a few days. These signals, complete, cost an average of \$2,300 each.

C. L. Hilleary, district passenger agent of the Big Four, with headquarters at Peoria, was in the city for a few days yesterday. The passenger business of the Peoria division shows a handsome increase since Mr. Hilleary took hold.

Work on the new highway and railroad bridge between Jeffersonville and Louisville has come to a complete standstill for want of funds, and it is feared that until some new road from the north comes into Louisville this project will be abandoned.

An official of the Cincinnati, Hamilton & Dayton says that the company has an option on the Toledo, Findlay & Springfield road, and it is expected that C. H. & D. will have possession of it within the next thirty days. A few days will settle the matter.

The Chicago & Eastern Illinois management will in a short time let the contract to replace every wooden structure over streams on their line with iron bridges or trestles. All new structures of late built by the company have been of iron, and there are now but a few wooden bridges and trestles remaining.

The Peoria & Pekin road is eighteen miles long, and seven roads do their Peoria business over it. The Peoria road is now being run jointly. The official report of M. S. Conners, superintendent, shows that in the month of September 7,134 cars were handled on this road, and that the several companies doing business over it.

M. E. Ingalls, president, and William Greene, general manager of the Big Four lines, returned from St. Louis, via Louisville, and were met by the Peoria road, en route for terminal facilities for the Big Four on opening anew its line to that city and settling the question as to over which bridge their business is to be handled.

G. J. Grammer, traffic manager of the Mackey lines, and F. E. Davis, general freight agent of the Chicago & Eastern Illinois, have started on an extended Southern trip in the interest of their respective lines. The through business of these roads between the South and Chicago has increased 50 per cent this year over any former year.

Geo. W. Burnham, who for some years past has been with the Indianapolis car works, looking specially after the wheel department, has resigned and goes to the Missouri car works, where he will be in a similar capacity. Hereafter the Indianapolis car works will manufacture only the wheels which they place under trucks, and hence the services of Mr. Burnham were not needed.

Local passenger circles, which have been but little disturbed of late, are now considerably demoralized, the Big Four having withdrawn from the passenger engines, which issues the rate sheet, and now publishes one of its own. For some years one rate sheet has answered for all roads entering here, and this new departure leads to the belief that the Big Four is to demoralize rates by reducing them at certain points.

The Indiana Midland is now getting ten to fifteen cars loaded a day at its mines at Sand Creek. They use five miles of road, just completed, which connects them with the Vandalias; then nine miles of the Vandalias road, and two miles of their own, built some time ago, which brings them to the Sand-creek mines. It is stated that the money has been secured to extend the Indiana Midland to the mines of Brazil, a distance of twenty miles.

The election of J. T. Harahan as general manager of the Illinois Central road is looked upon as being a fortunate circumstance for that road. Nobody was better qualified to induce the directors to abandon their old ideas of railroading. There has been some improvement of late in that direction. Light freight, and passenger engines are being given way to heavier and more modern locomotives, and trains are being run on faster schedules than even one year ago.

W. W. Findlay, chairman of the Western States Passenger Association, appears to be taking measures to stop the demoralization of rates to the West. While his task may not be an easy one, other men having signally failed, yet he handles offending general passenger agents without gloves, purchasing tickets freely to prove cases, and, perhaps, fear of being shown up as transgressors will result in a more peaceful settlement. Among the reforms he has successfully inaugurated is that of abolishing second-class rates from Chicago to St. Paul and the territory between Chicago and the Missouri river.

The Big Four people purchased the portion of the Cincinnati, Sandusky & Cleveland road between Columbus and Springfield, O., and will take possession in November. The other portion of the C. & S. & C. road they lease, and there is a possibility, says one of the officials, that the Big Four will take control of the portion of the road they lease as early as Nov. 1, although a majority of the stockholders of the C. & S. & C. have voted in favor of the lease. The new department has ratified the leasing of the C. & S. & C. road as a company, but individually the stock-

holders have agreed to vote favorably at the coming meeting called for that purpose.

MEETINGS OF ORDERS.

Annual Convention of the Phi Gamma Delta College Fraternity.

The annual national convention of the Phi Gamma Deltas began yesterday afternoon at the Bates House. Frank Keck, of New York city, as the president, called the convention to order, about fifty delegates being present. John H. Holliday, of this city, delivered the address of welcome, in which he extended a generous hospitality on behalf of the local alumni of the fraternity, and alluded to the former pleasant and profitable visits of the Phi Gamma Deltas to Indianapolis on like occasions. President Keck responded in a happy vein, and then the convention took up its regular order of business. A committee on credentials, consisting of one member from each State represented, was appointed, with instructions to report at the evening session. The convention then adjourned till 8 o'clock.

In the evening officers were elected as follows: President—J. F. Benham, Chicago.

Vice-president—Howard H. Harkness, Ithaca, N. Y.

Secretary—W. H. Reisinger, Meadville, Pa.

Capitular—Bruce Kinney, Granville, O.

Sergeant-at-arms—B. C. Taylor, Galesburg, Ill.

Reports of the seven sections in which the chapters are placed were read, showing the satisfactory condition of the chapters. The Pennsylvania section reports that two fraternities have been organized in that State, and the Chapter reported having rented "living quarters." Other chapters had done likewise.

The national convention is the court of last resort, having jurisdiction over all the local fraternities in matters of law. It is rather exclusive in membership, and several of the colleges have applied for a charter. Four of the leading institutions of the State, however, are represented, the State and De Pauw universities, and the Indiana Wesleyan college. Chapters at other institutions having delegates present are at Columbia, Cornell, Allegheny, Washington and Jefferson colleges, and the University of Michigan. Chapters at other institutions having delegates present are at Columbia, Cornell, Allegheny, Washington and Jefferson colleges, and the University of Michigan.

The installation occurred in the afternoon, and the following appointments were made by Great Sachem Shaw:

Great Sachem—Henry C. Shaw, Richmond, Ind.

Great Junior Sagamore—Charles H. Feathers, Terre Haute.

Great Elder—John A. Zuck, Madison, Ind.

Great Officer of Records—Thomas G. Harrison, Indianapolis.

Great Keeper of Wampum—John A. McGaw, Indianapolis.

Great Representatives—George F. Davis, Indianapolis; J. Smith, Frankfort; John A. Zuck, Madison.

Great Trustees—Walter L. Ramsey, Indianapolis; Sear, Burroughs; Wesley Davis, Indianapolis.

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MINOR CITY MATTERS.

To-Day's Doings.

GRAND OPERA-HOUSE—"Little Lord Fauntleroy" evening.

EXHIBITS-Opera-house—"The County Fair" afternoon and evening.

PARK THEATRE-Williams & Orr's company; afternoon and evening.

EDEN MUSEE—Curiosities; afternoon and evening.

Local News Notes.

Building permits were procured yesterday by Prudence E. Isgrig, frame cottage, Illinois street, near Twenty-fifth, \$1,300; E. A. Tyle, frame cottage, Bellefontaine street, near Irving, \$1,000.

The Horeb pastorate of St. John's Evangelical Lutheran Church, Wells county, was incorporated yesterday, with David Lawrence, Jonathan Seaman and George C. Ditzler as trustees.

Personal and Society.

Misses Leah and Mary Fletcher will entertain a few friends this evening at their home, 114 North Meridian street.

Mrs. W. E. Hackford and daughter have returned from a visit to relatives in Bucyrus, O.

Mrs. Harris P. Wetzel will return this week from the East, where she has been for some time.

Mrs. Louise Igoe Miller, of Canton, O., who has been visiting relatives, left yesterday for Washington, D. C., to visit Mrs. Jacob Miller.

Mrs. Charles S. Millard will sail from Europe on Saturday, and will visit relatives East for a few weeks before coming home.

Mrs. W. A. Woods has been called to Knoxville, Tenn., by the death of her brother, Mr. Newton Woods. She will return home the last of the week.

Mr. and Mrs. Frederick Fahney will entertain the employees of Fahney & McCrea, and their wives, on Saturday evening, at their home on North Meridian street.

Dr. H. O. Pantzer returned yesterday from a several months' visit in Europe, accompanied by a friend, Dr. Haberlin, of Zurich, Switzerland, who may locate in this city.

Mr. Henry D. Pierce and daughter have reached New York on their return from an extended European trip. They, with Mrs. Pierce, who went to Italy to meet them, will be at home early next week.

Mr. and Mrs. D. W. Coffin, Mr. and Mrs. Charles F. Sayles, Rev. J. A. Milburn, Mr. and Mrs. W. F. Maine, Mr. and Mrs. Harry Drew, Mr. and Mrs. E. C. Coffin, and others, formed a party yesterday for a country drive and dinner at Hope cottage.

Mr. H. J. Schoneker has composed a new song, the words of which are from an old song, "The Song of the Sea." The theme is particularly pleasing and will be an admirable addition to the repertoire of contraltos. The song is dedicated to Mrs. Zelda H. Wallace, who pronounces it excellent.

The members of the Contemporary Club held a meeting last night, at the residence of Mr. and Mrs. T. L. Sewall.

The Arch-episcopal Institute, which gave the "Work in Greece," was the theme of a paper read by Prof. Charles Edwin Bennett, of the University of Wisconsin. Mr. and Mrs. J. W. Wright, of this city, gave the paper.

There was a large audience present at Bryant & Dierdorff's piano-room last night, to listen to the piano recital of Miss Minnie Dierdorff, who played a large number of pieces.

Each number on her programme of difficult compositions was excellently given, and the applause after each number was loud and long.

Her selection and rendition. Assistance was given by prominent musicians, among whom was Mr. Arthur O'Neill, formerly teacher of the violin at DePauw, who has come here to reside.

One of the largest and handsomest coffees of the season was given yesterday afternoon by Mrs. George A. and Mrs. John Dierdorff, at the residence of Mrs. Dierdorff, 114 North Meridian street. About one hundred ladies were present to accept the hospitalities, most of them being German friends, although the majority were of the English and American families.

The reception of guests was held at the Mesdames Dierdorffs and the Mesdames Dierdorffs, and the adjoining house, Mrs. Dierdorff's, and both houses were tastefully arranged with flowers.

A. L. Claypool and daughter, Mrs. Clipping, had a delightful reunion of friends yesterday afternoon, receiving and entertaining from 2 till 6 o'clock. The party was in the evening, three or four hours. It was a carnival war, inasmuch as the decorations and favors were all of those blossoms. The ornamentation of the table in order to make the party attractive, and the ladies were assisted by Mrs. J. S. Tarkington, Mrs. J. S. Carey, Mrs. V. K. Hendricks and Mrs. A. B. Jenson.

Mr. and Mrs. J. S. Tarkington, Mrs. V. K. Hendricks and Mrs. A. B. Jenson, presided at the daintily-appointed punch table, and Anna and Douglas Jenson also assisted. About two hundred ladies were entertained during the afternoon.

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Am. A. Thompson and Anita M. Sveden, William H. Haller and Roscoe Martin, Elmer L. Teneyck and Zeiliah Sharp, George W. Bersch and Emma M. Weber, Oscar F. Wornier and Amelia Schwaner, George A. Newberry and Nellie M. Love, Levi Meyers and Emma M. Holliday, Edward Hinchins and Emma Rosebrook, Joseph R. Quick and Lavina Z. Bailly, Alonzo B. Smith and Alice R. Parker, David S. Davis and Jennie Brown, James Rossen and Clara Williams.

RAILWAY MEN'S INSURANCE.

The Big Four Officers and Employees Make a Good Showing of Work in Their Association.

The twenty-first annual meeting of the Cleveland, Cincinnati, Chicago & St. Louis Mutual Insurance Association was held in the Board of Trade building last evening, there being some two hundred members present from all divisions of the road.

In the absence of the president, Robert Blee, Vice-president Potter filled the chair, but Mr. Blee sent a letter of regret on account of his inability to be present. With this letter was his address, and in it he said he was proud to state that the association stands to-day foremost and above reproach.

"During the twenty-one years of its existence," he continued, "your officers have collected and paid out about \$750,000, and I am proud to inform you that from the time of the birth of the association to date not one dollar of the money collected has been misappropriated or gone astray, but every dollar has been accounted for and paid out to the members in due time, for all of which the treasurer holds receipts. Your association has largely increased the number of members in due time, for all of which the treasurer holds receipts. Your association has largely increased the number of members in due time, for all of which the treasurer holds receipts.

The annual reports of F. D. Comstock, secretary, and T. J. Higgins, treasurer, were read, and the report of the latter, having been received during the year, was read, and the report of the latter, having been received during the year, was read, and the report of the latter, having been received during the year, was read.

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